

**US Army Corps
of Engineers**
Louisville District ®

Public Notice

Public Notice No.
LRL-1976-13-anr

Open Date:
17 Nov 2017

Close Date:
19 Dec 2017

Please address all comments and inquiries to:
U.S. Army Corps of Engineers, Louisville District
ATTN: Mr. Andrew Roberts, CELRL-RDE, Rm 752
P.O. Box 59
Louisville, Kentucky 40201-0059

Phone: (502)315-6681

This notice announces an application submitted for a Department of the Army (DA) Permit, subject to Section 10 of the Rivers and Harbors Act of 1899.

APPLICANT: Crounse Corporation
400 Marine Way
Paducah, Kentucky 42003

AGENT: Cornette Engineering Services USA, LLC
1650 Murfreesboro Road, Suite 125
Franklin, Tennessee 37067

LOCATION: The project is along both river banks, between river miles 0.8 and 2.9, along the Green River in Henderson County, Kentucky.

Latitude: 37.902036 ° North
Longitude: -87.487914 ° West
7.5 Minute Quad: Newburgh, Indiana-Kentucky

PURPOSE: To create a fuel transfer facility and to expand a barge fleeting area.

DESCRIPTION OF WORK: The applicant is seeking an after-the-fact authorization for a fuel transfer facility and fleeting modifications of their existing permit, LRL-1976-13. The existing permit established a barge fleeting area located along both banks of the Green River, between river miles 0.8 and 2.9, in Henderson County, Kentucky.

Fuel Transfer Facility. The after-the-fact proposal includes a fuel transfer facility with two work barges and a floating fuel barge. The size of the proposed fuel transfer facility would be 550 feet long by 130 feet wide, with a maximum projection of 105 feet from shore when the largest vessels/barges were attached. The fuel transfer facility configuration would include the dock barges, the vessel receiving fuel, any barges receiving repairs, and a vessel used for fleet emergencies. The maximum number of vessels that would be moored at the facility would be

eight. The dock/spar barges would be attached by three spar poles with a minimum of two, 1 1/4-inch steel shore cables attached to deadmen. The fuel barge, barges receiving repairs, or other vessels would be attached by a minimum of a 2-part, 3/4-inch steel cable at both ends of the vessel. The facility would provide fuel, lube oil, gasoline, potable water, bilge slop removal, and trash disposal for towboats traveling in the area. The facility would operate 24 hours a day, year round. See Sheets 1 through 7 in the included plans.

Fleeting Modifications. In the event of emergencies, and/or temporary relief of the repair facility, or on an “as needed” basis, the applicant proposes to widen the fleeting arrangement along the right bank from the existing 3-barge width from shore to a 5-barge width. In these circumstances, the maximum riverward extension would be 200 feet at normal pool and the width of the navigable channel would be a minimum of 160 feet between the fleet. See Sheets 1 through 4 in the included plans.

REVIEW PROCEDURES: A DA Permit cannot be issued if any legally required Federal, State, or local authorization or certification is denied.

Copies of this notice are sent to the appropriate Federal and State Fish and Wildlife Agencies. Their views and comments are solicited in accordance with the Fish and Wildlife Coordination Act of 1956. Based on available information, the proposed activity will not destroy or endanger any Federally-listed threatened or endangered species or their critical habitats, as identified under the Endangered Species Act, and therefore, initiation of formal consultation procedures with the U.S. Fish and Wildlife Service is not planned at this time.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. A request for a public hearing must state the specific interest, which might be damaged by issuance of the DA Permit.

It has been determined that this request has no potential to affect historic properties as the project does not involve any new ground disturbances; and, based on the surveys performed for the area, there are no properties currently listed on the National Register of Historic Places which would be directly affected by the proposed work. If we are made aware, as a result of comments received in response to this notice, or by other means, of specific archaeological, scientific, pre-historical, or historical sites or structures which might be affected by the proposed work, the District Engineer will immediately take the appropriate action necessary pursuant to the National Historic Preservation Act of 1966 - Public Law 89-665 as amended (including Public Law 96-515).

The decision whether to issue a permit will be based on an evaluation of the probable impact of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered; among those are conservation, economics, aesthetic values, general environmental concerns, historic values, fish and wildlife values, flood damage prevention, land use, navigation, recreation, water supply,

Regulatory Division
MCE Branch (CELRL-RDE)
Public Notice No. LRL-1976-13-anr

water quality, energy needs, safety, food production, and in general, the needs and welfare of the public.

The Corps of Engineers is soliciting comments from the public; Federal, State, and local agencies and officials; Indian tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. It is presumed that all interested parties and agencies will wish to respond; therefore, a lack of response will be interpreted as meaning that there is no objection to the proposed project. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Written statements received in this office on or before the closing date will become a part of the official record and will be considered in the determination on this permit request. Any objections which are received during this period will be forwarded to the applicant for possible resolution before the determination is made whether to issue or deny the requested DA Permit. A permit will be granted unless its issuance is found to be contrary to the public interest.

Information pertaining to this application is available for public examination during normal business hours upon prior request. Drawings are available on Louisville District's Internet site at <http://www.lrl.usace.army.mil/Missions/Regulatory.aspx>. All comments regarding this proposal should be addressed to Mr. Andrew Roberts, CELRL-RDE, at the address noted above and should refer to the Public Notice Number LRL-1976-13-anr.

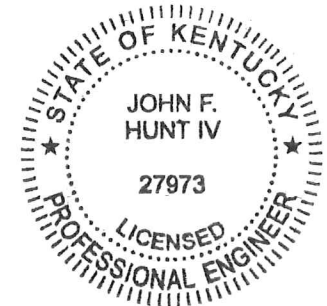
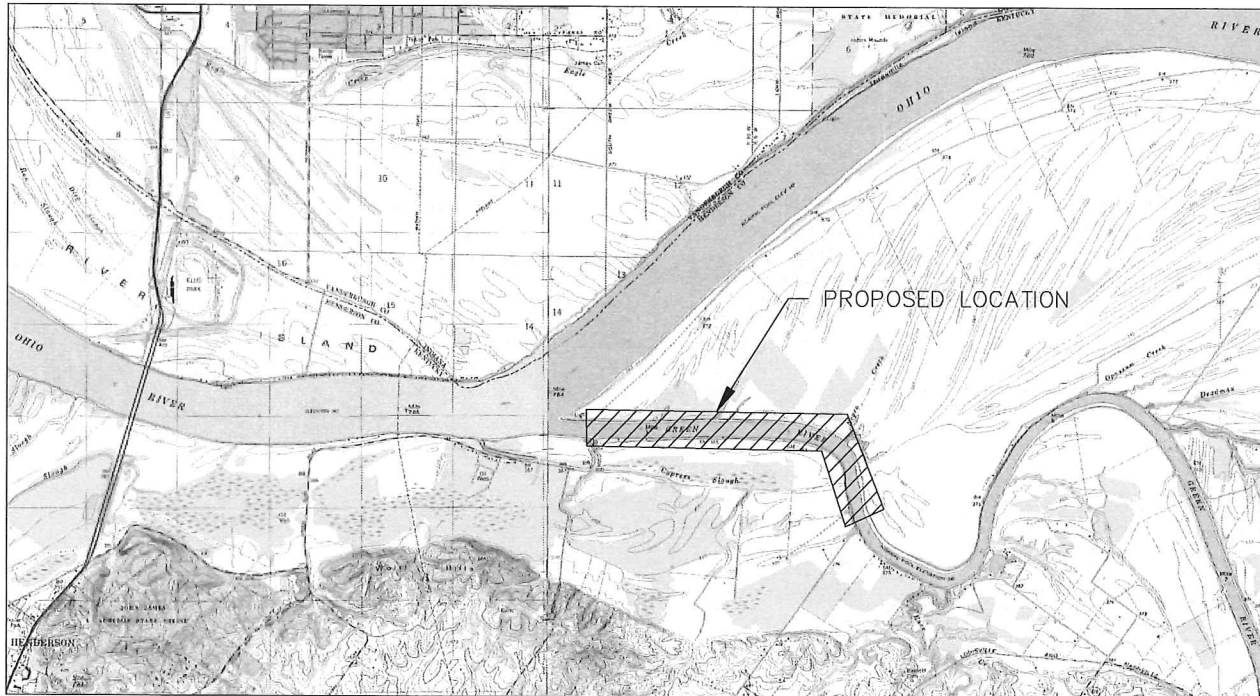
If you desire to submit your comments by email, you must comply with the following:

- a) In the subject line of your email, type in **ONLY** the Public Notice ID No. LRL-1976-13-anr.

Example:

Subject: LRL-1976-13-anr

- b) Provide your physical mailing address and telephone number.
- c) Send your email to: lrl.regulatorypubliccomment@usace.army.mil.
- d) If you are sending attachments greater than 1 Mb in size with your email, you must send a hard copy (CD or paper) to the Corps' physical address as well.



John F. Hunt IV
12/13/16



GRAPHIC SCALE

CROUNSE CORPORATION PROPOSED BARGE FLEET VICINITY MAP

CROUNSE CORPORATION

HENDERSON, KY



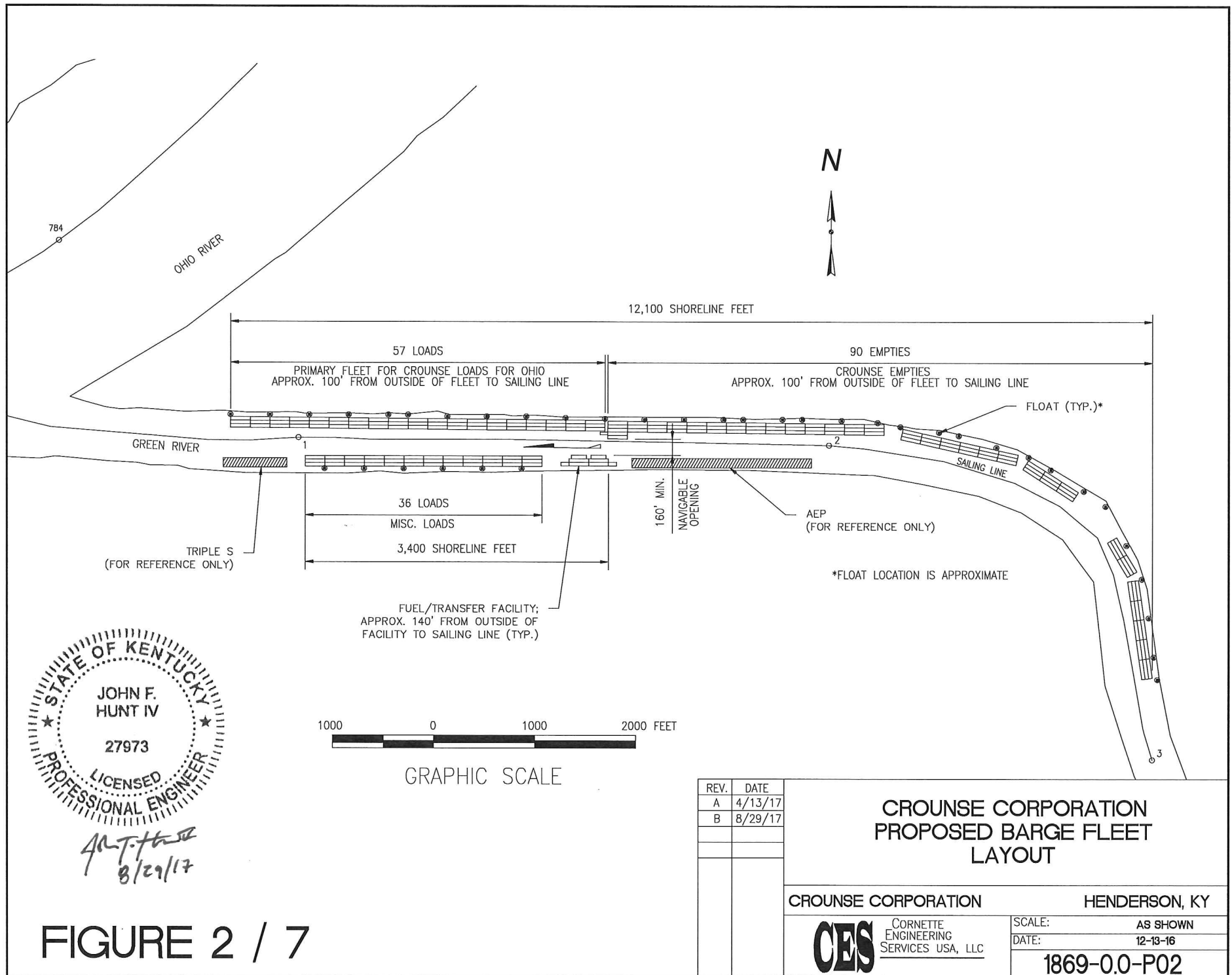
CORNETTE
ENGINEERING
SERVICES USA, LLC

SCALE: AS SHOWN

DATE: 12-13-16

1869-0.0-P01

FIGURE 1 / 7



REV.	DATE
A	4/13/17
B	8/29/17

CROUNSE CORPORATION PROPOSED BARGE FLEET LAYOUT

CROUNSE CORPORATION

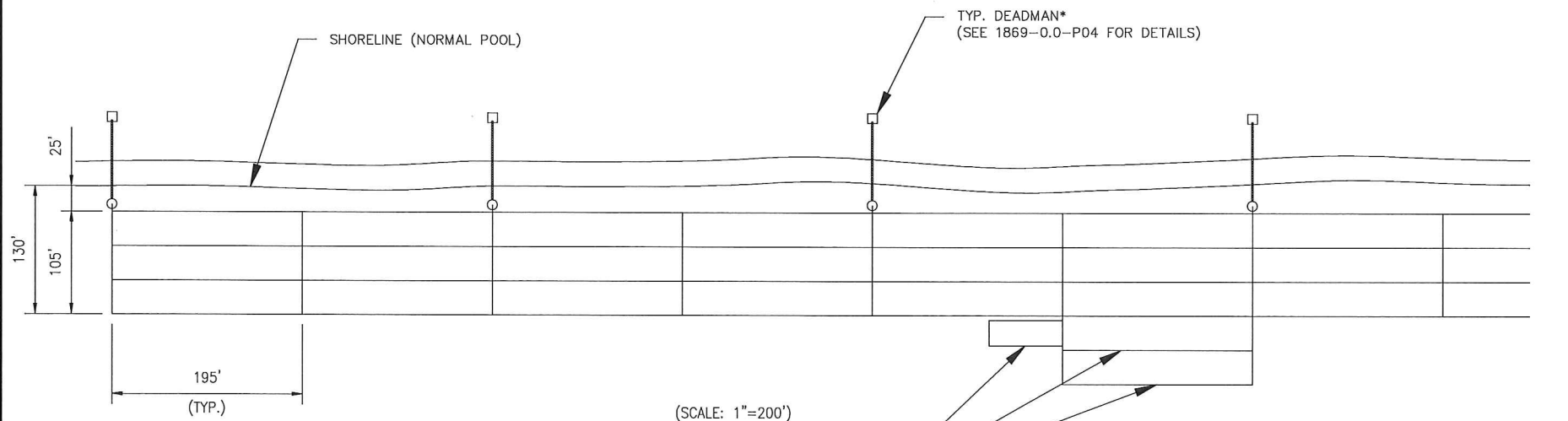
HENDERSON, KY



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ENGINEERING
SERVICES USA, LLC

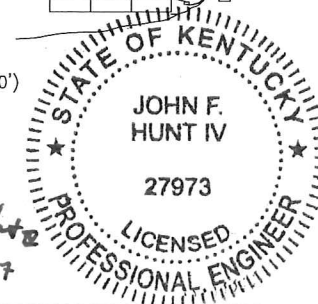
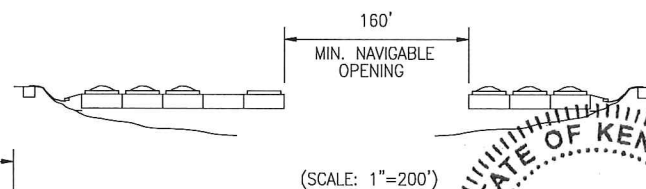
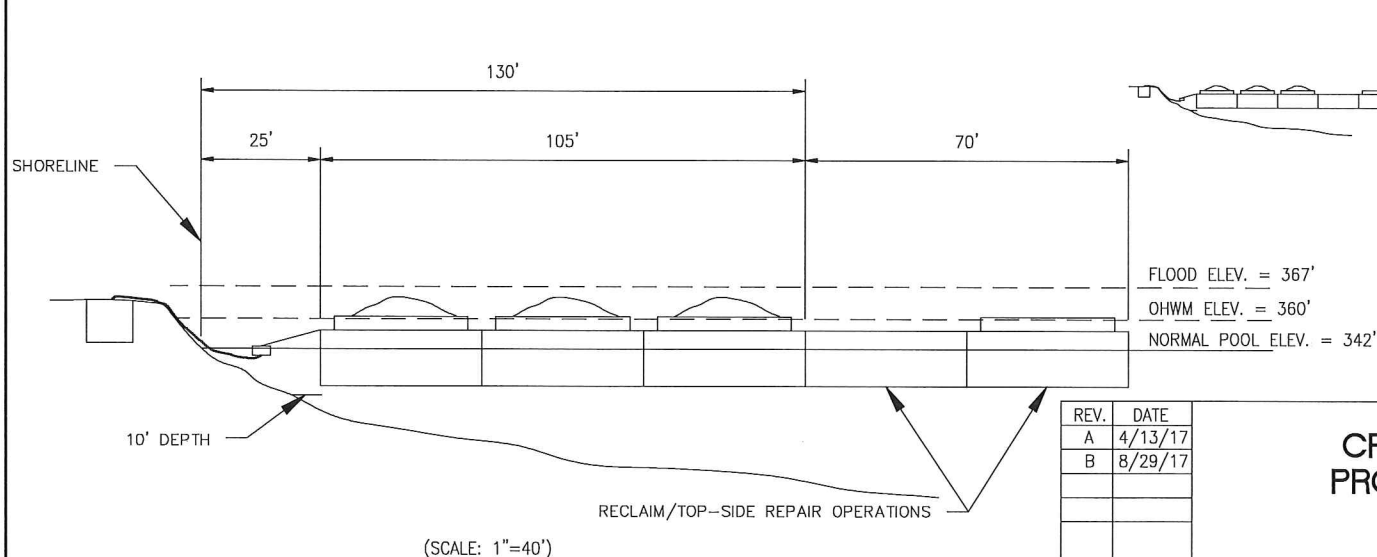
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RECLAIM/TOP-SIDE REPAIR OPERATIONS;
APPROX. 30' FROM EDGE OF OPERATION TO SAILING LINE

*WHILE TYPICAL DEADMEN SPACING IS 390', SOME WERE SPACED AT 195' AND 585', MAINTAINING (3) DEADMEN PER 780', TO ACCOMMODATE SHORELINE VEGETATION CONSTRAINTS; DEADMEN & FLOATS CAN ACCOMMODATE ONE 5-BARGE WIDTH PER EVERY 585' OR 3 BARGE LENGTHS



CROUNSE CORPORATION PROPOSED BARGE FLEET DETAILS

CROUNSE CORPORATION :

HENDERSON, KY



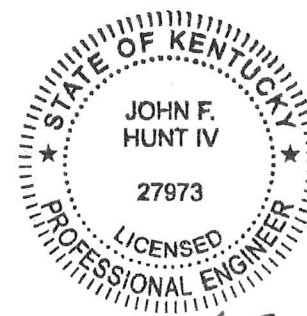
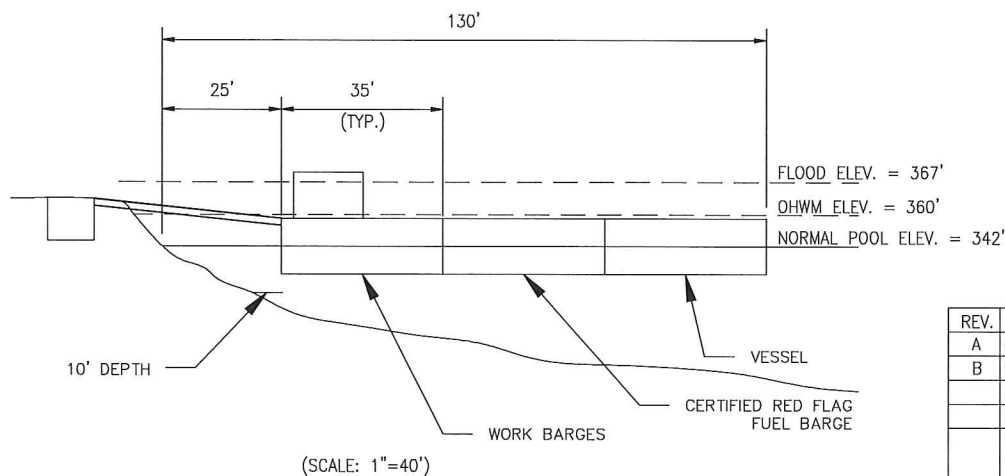
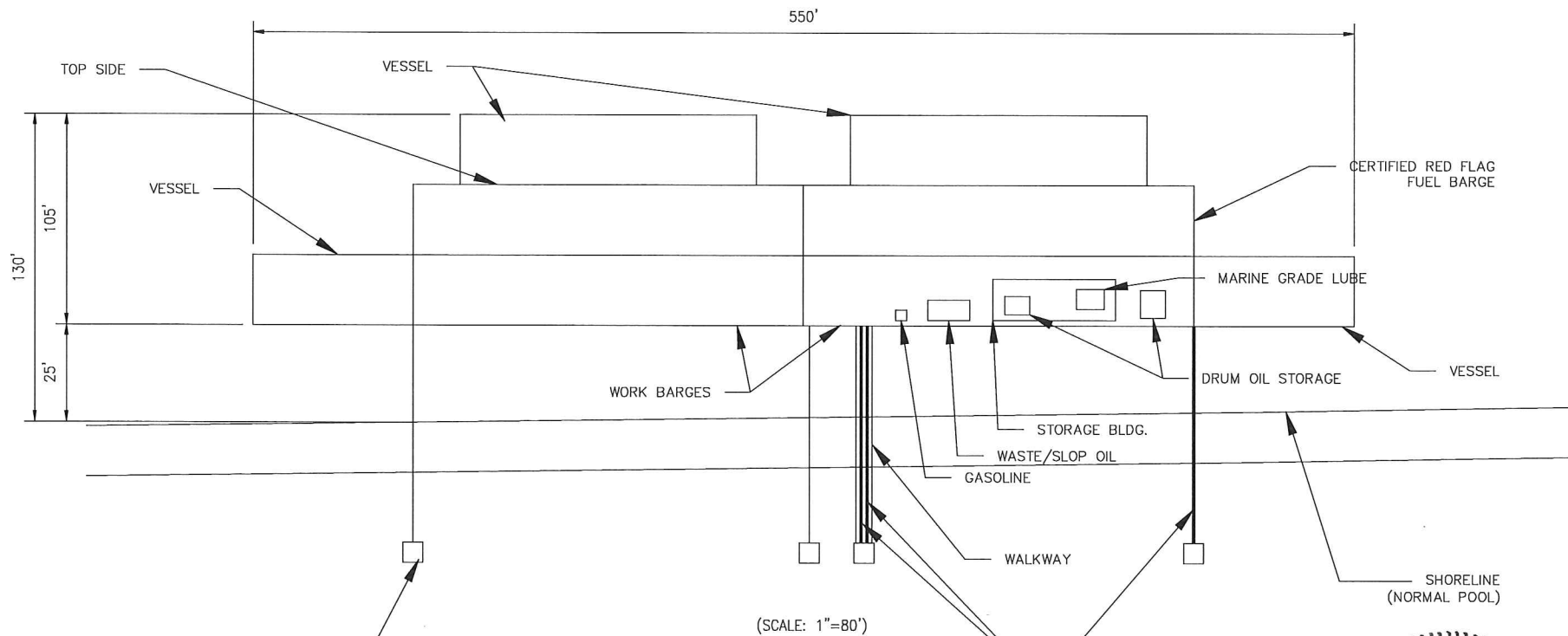
CORNETTE
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SERVICES USA, LLC

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1869-0.0-P03

FIGURE 3 / 7

REV.	DATE
A	4/13/17
B	8/29/17



ADT/HK
9/29/17

REV.	DATE
A	4/13/17
B	8/29/17

CROUNSE CORPORATION PROPOSED BARGE FLEET FUEL/TRANSFER FACILITY DETAILS

CROUNSE CORPORATION

HENDERSON, KY

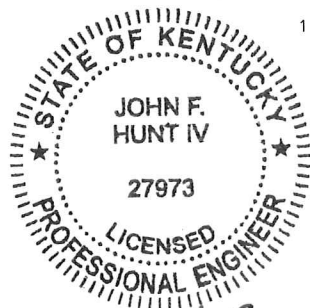
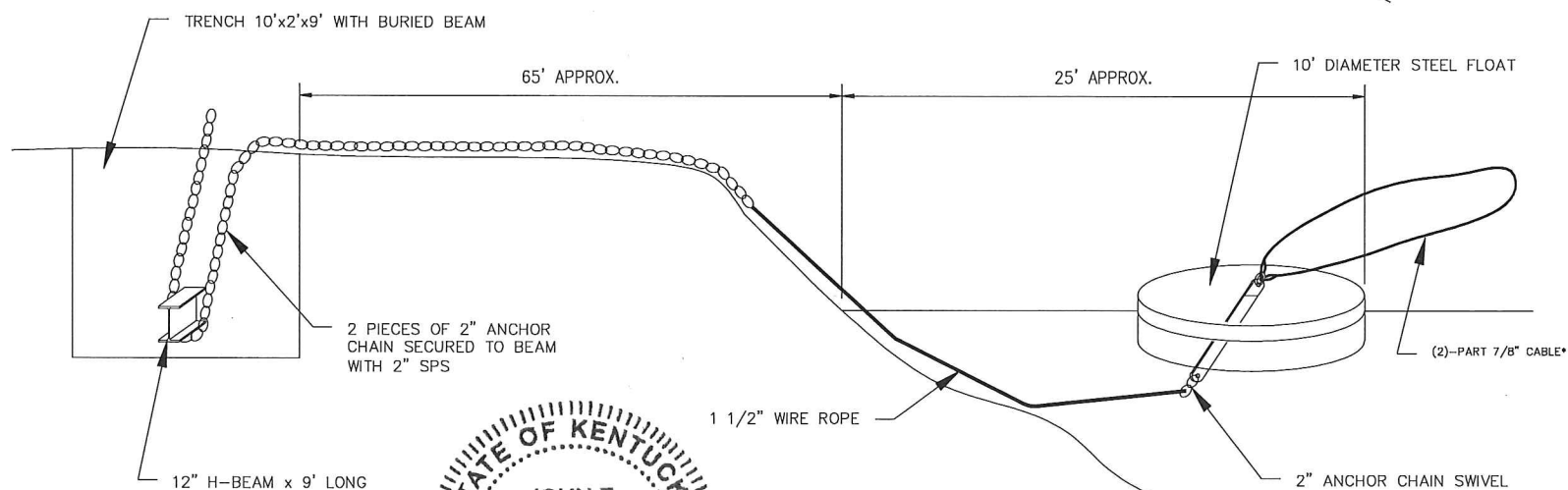
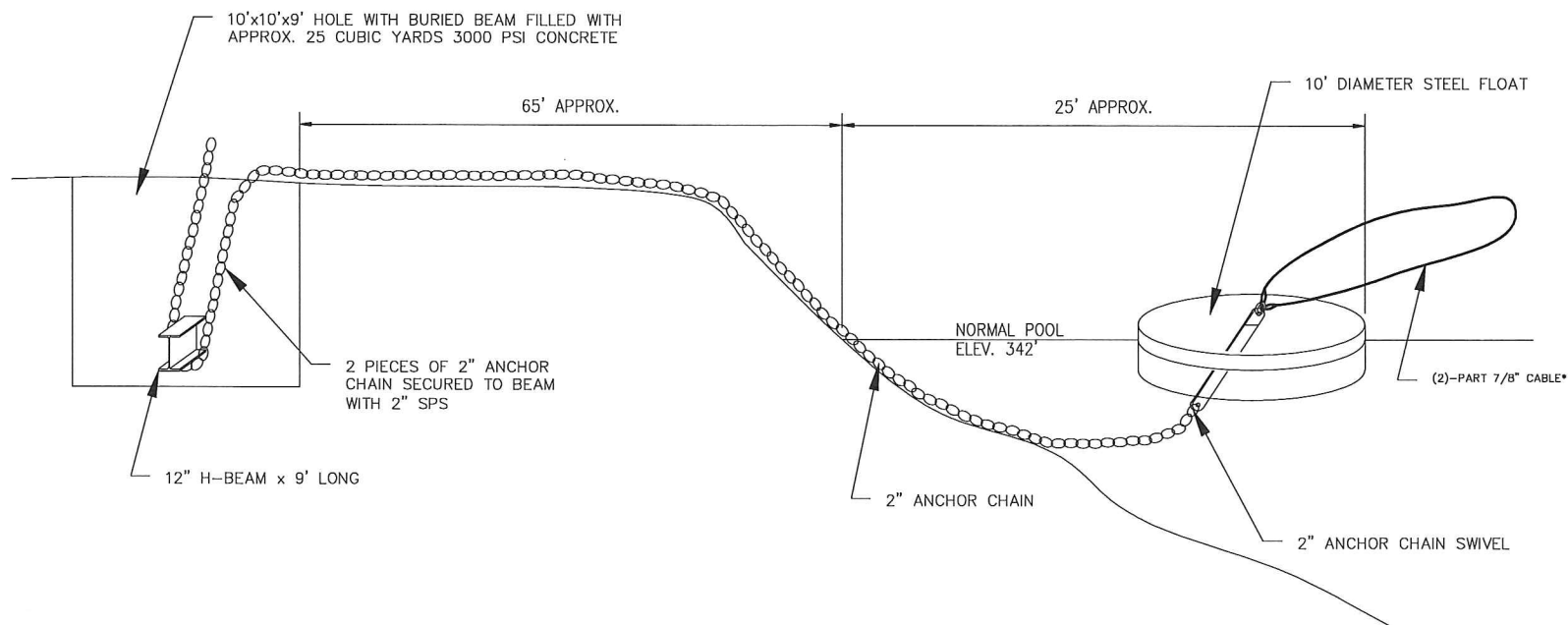


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SERVICES USA, LLC

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FIGURE 4 / 7



*ALL LOADED & EMPTY BARGES WILL BE SECURED TO EVERY FLOAT THEY ARE FLEETED BY WITH A (2)-PART 7/8" FLEET CABLE. ALL BARGES IN THE FLEET MUST BE SECURED EVENLY TO EACH AND EVERY FLOAT THAT THEY ARE ADJACENT TO

CROUNSE CORPORATION DEADMEN DESIGN DETAILS

CROUNSE CORPORATION

HENDERSON, KY



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SERVICES USA, LLC

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DATE: 12-13-16

1869-0.0-P05

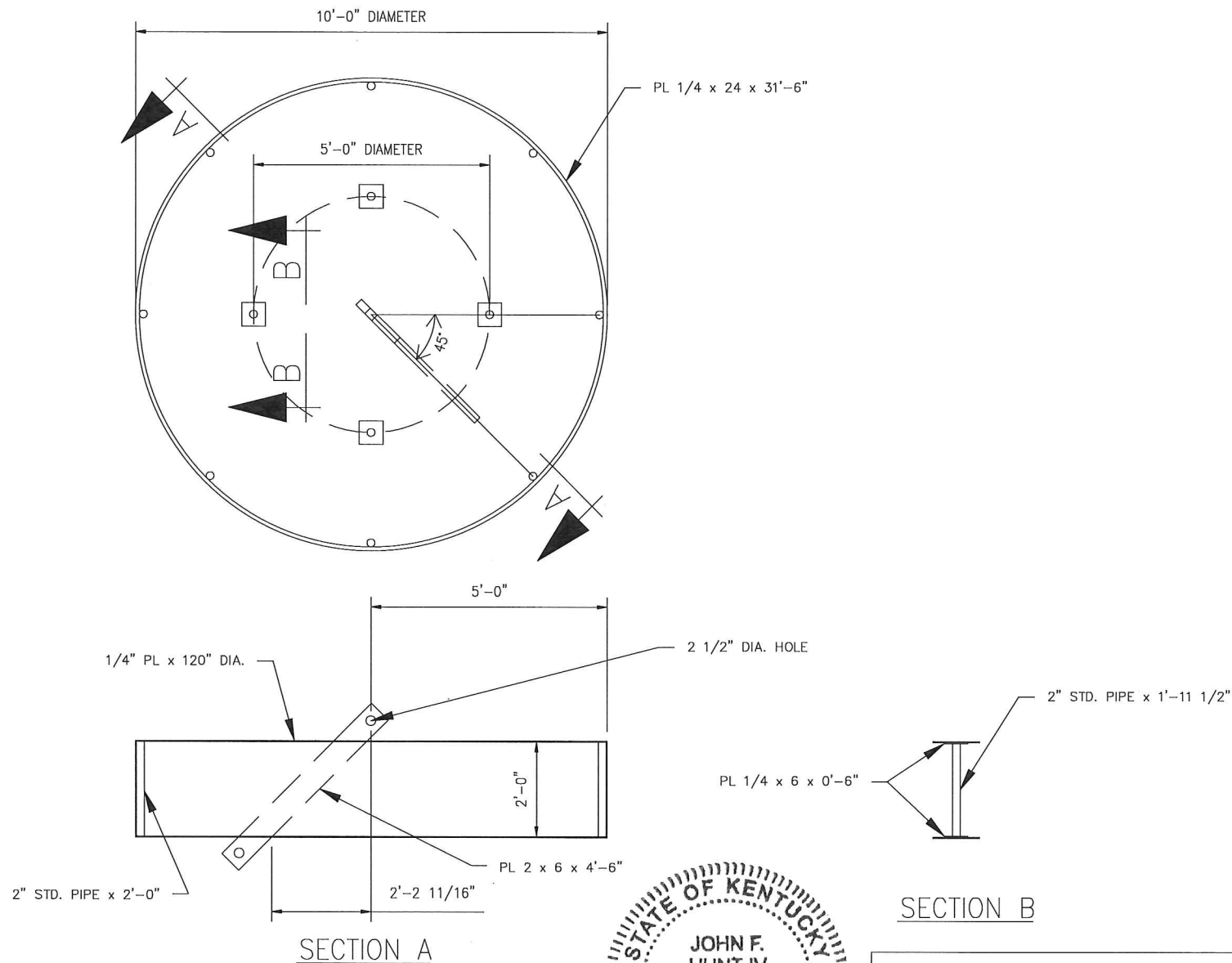


FIGURE 6 / 7

CROUNSE CORPORATION
FLOAT DESIGN
DETAILS

CROUNSE CORPORATION

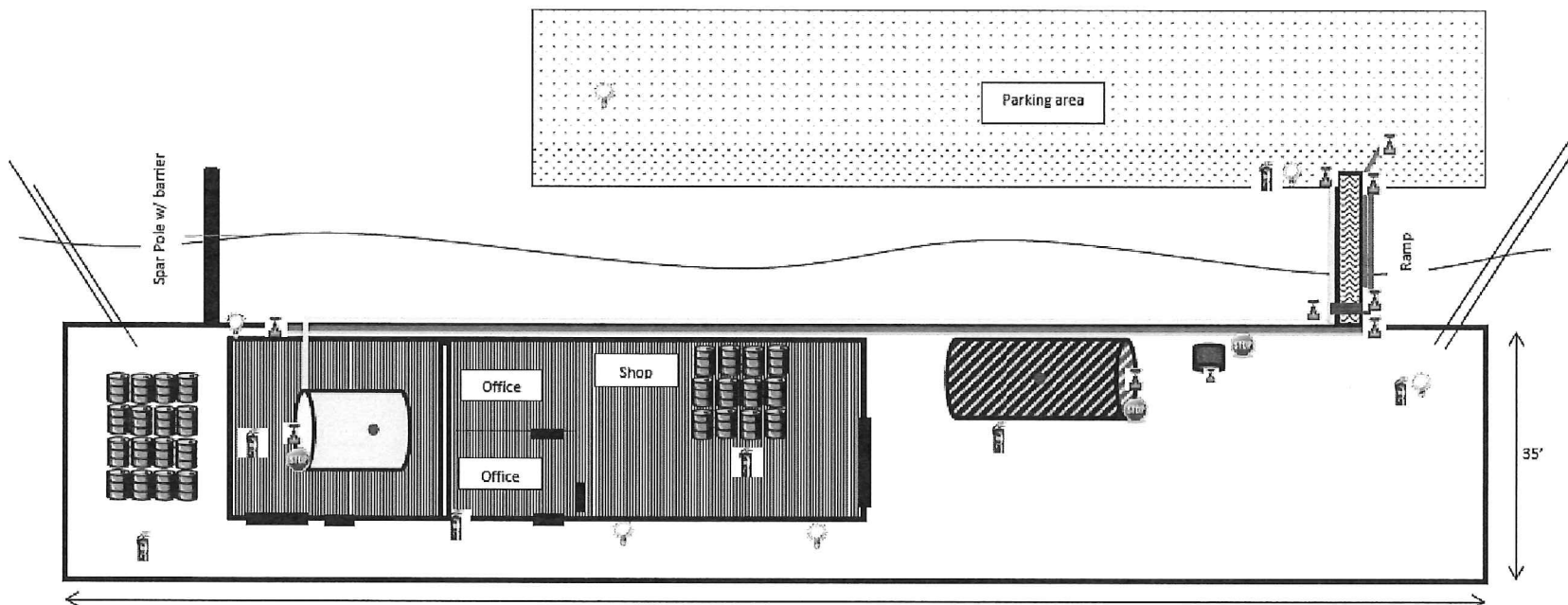
HENDERSON, KY



CORNETTE
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SERVICES USA, LLC

SCALE: 1" = 3'
DATE: 12-13-16

1869-0.0-P06



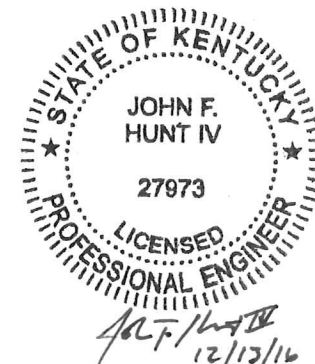
200'

35'

- Fire extinguisher
- Lighting
- Drum oil storage
- Product Valve
- 2" Bulk lube oil
- 2" Potable water
- Product vent

- 6k - Marine grade lube
- 9.5k - Waste/slop oil
- 540 g. - Gasoline
- Security gate
- Emergency stop
- 4" Fuel line - support for RHB101

Tanks have containments that can hold $\frac{1}{2}$ the tanks maximum capacity



CROUNSE CORPORATION PROPOSED BARGE FLEET TRANSFER FACILITY

CROUNSE CORPORATION

HENDERSON, KY



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DATE: 12-13-16

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FIGURE 7 / 7